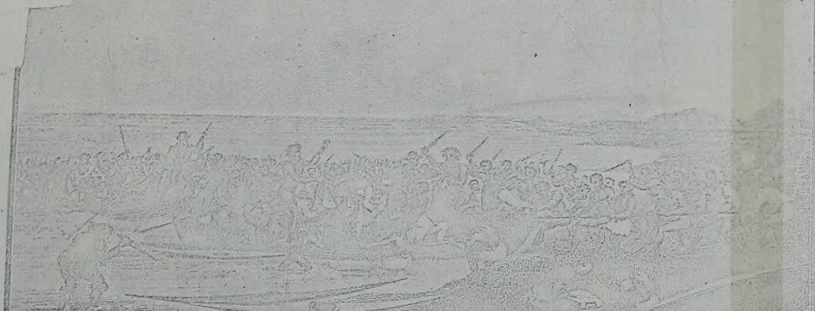
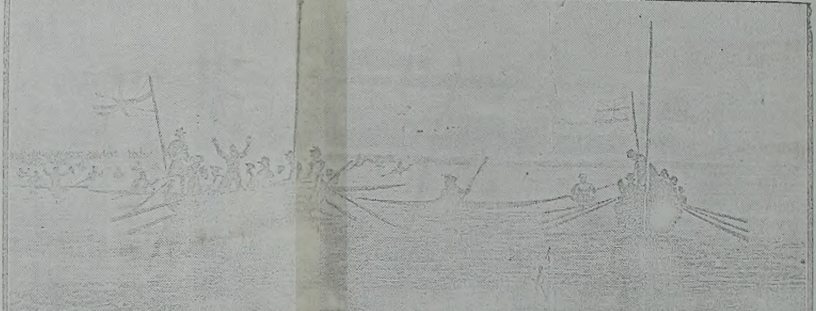


PERILS OF EARLY CANADIAN EXPLORATIONS

EXPLORERS REACH SHOALWATER BAY



Showing artist's conception of Esquimaux pillaging two boats of the Franklin Expedition in 1821.



Drawing by Captain Back in July of 1826, showing Esquimaux reception to Franklin exploring party.

Arctic Has Been a Lure To British Explorers

THE search for new land, always an irresistible attraction to men of British birth, had, in the spacious times of Queen Elizabeth, its first outlet in the Arctic.

Martin Frobisher may be said to have laid the foundation of a reputation for self-sacrifice, perseverance and heroism that has always distinguished British enterprises in the Far North.

Frobisher, inspired by a desire to discover a North-West passage, sailed down the Thames in June, 1576, with a squadron consisting of three small vessels, with a combined register of seventy-five tons. The expedition must have made a brave showing as it passed Greenwich, where the court was in residence at the time. Queen Elizabeth waved to the vessels from a window of the palace and charged one of her courtiers to tell the voyagers "that she had a good liking for their doings."

This phrase from the lips of Elizabeth epitomized more strikingly than anything else could, the feeling the British people have entertained for the valiant hearts who risked their all in quest of the unknown.

An Undaunted Leader.

The vicissitudes of Frobisher's voyages are well known. Encountering a terrific gale off Cape Desolation (Nunavut), on the extreme southwest coast of Greenland, the smallest of the three vessels foundered with all hands. The other

two were separated, but Frobisher, undeterred, continued westward, until, on July 26th, 1576 he saw land looming on the horizon, which he named Queen Elizabeth's Foreland, now known as Baffin Island. Here Frobisher entered a bay on the extreme southeast coast, which perpetuates his name.

Frobisher, returning to England, decided in 1578 to undertake another expedition along similar lines, with Frobisher Bay as his objective. He landed on Hall Island on the southeast corner of the bay and on the top of a high hill "he made a column of cross stones, founded a trumpet and said certain prayers, kneeling about the ensign, and honored the place by the name of Mount Warwick." From here he proceeded to the southern shore of the bay and landed on a small island which he named Smith Island. He then continued up the bay to York Sound on the south-western shore, and landed on an island which he named Warwick.

Colony Failed.

Queen Elizabeth gave the name of "Meta Incognita" to the newly discovered country, and with a view to colonizing it made Frobisher Admiral and General of a fleet of fifteen ships. One hundred persons were appointed to form a settlement and sail there for a year. This ambitious undertaking proved fruitless, and marks the disappearance of the name of the father of British Arctic discovery.

Frobisher was succeeded by John Davis, who, in 1585, 1586 and 1587, undertook voyages to Baffin Island.

In 1610 Henry Hudson appears on the scene, discovering the great inland sea which now bears his name.

Hudson was cast adrift in the lonely waters of the bay by a mutinous crew, his greatest triumph overshadowed by his fate, which is one of the saddest passages of Arctic narrative.

The efforts of Button, Baffin, Munk, Fox and James complete what perhaps should be termed the first period of Arctic discovery. Taking into consideration the imperfect knowledge of the period, the primitive vessels used, and the ice hazards that were encountered, there is much to marvel at in the feats accomplished during this era.

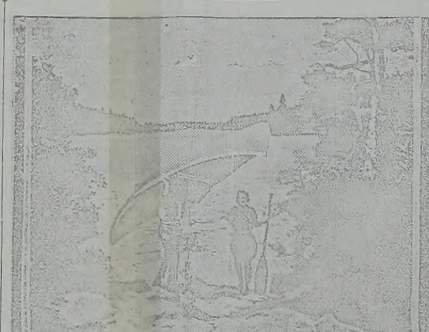
Discovery Proceeds.

In 1670 the Hudson's Bay Company acquired a charter from Charles II, giving them control of the trade, commerce, waters and lands lying within the entrance of Hudson Strait, which were not actually possessed by the subjects of the King of England, or any other Christian Prince or State, conditional on a discovery of the North West passage. Samuel Hearne, a servant of the company, made two abortive attempts to reach the Coppermine River on the western extremity of Coronation Gulf from Fort Prince of Wales, Hudson Bay. A third attempt found him at his destination in July, 1771.

A Lonely Voyage.

Mackenzie carried out two undertakings of the first magnitude. On the first, in 1789, the discovery of the mighty river that bears his name was accomplished. The second venture, even more striking, places him as the first white man to cross the North American continent.

With Chipewyan at the south-western end of lake Athabasca as his base, he traveled the Peace River waters till he arrived at the source of the Parsnip, where he crossed a low divide to a small lake whose waters flowed into the Fraser. He launched his canoe upon this unknown river, thought to be the Columbia, which he descended until the mouth of a river now known



Exploring the wilds now lacks the hazards of the old days. Canoeists following the trail of the French River.

as the Blackwater was reached. This river, a tributary of the Fraser, he ascended following the advice of the natives, continuing his journey by land and by water until he reached Bella Coola or Renssela's Village, Dean Channel, in July, 1793. The importance of the discoveries conducted by Hearne and Mackenzie cannot be overestimated as they mark a distinct departure in exploration.

Search for the East.

In 1783 Captain Philip Endeavour to discover a route to the East Indies by the North Pole, the expedition culminating in a summer cruise to Spitzbergen.

Captain Cook who had circumnavigated the globe twice, decided in 1773

to head an expedition whose objective was the discovery of a sea-way from the Pacific to the Atlantic. This intrepid navigator was unable to penetrate beyond Behring Strait owing to ice conditions.

The American Revolutionary War and the rise of Napoleon monopolized the attention of the Royal Navy for an extended period and, consequently, it was not until 1813 and subsequent to that year, that Ross, Parry, Franklin, Boscawen, Richardson, Dease, Simpson, Rae, McClintock and others were engaged in the series of Arctic exploits that added new laurels to an already enviable record.

A Story of Futility.

The fatal expedition of Sir John Franklin, with one hundred and thirty-seven officers and men, in the discovery ships "Erebus" and "Terror," the scanty records of which

most meagre details, is the saddest chapter in the long history of the Arctic.

The ships were last seen on July 26th, 1845, by "The Prince of Wales" whaler, moored to an iceberg in latitude 74 deg. 43 min. N., longitude 63 deg. 14 min. W., near the south entrance of Melville Bay, waiting for an opportunity of entering or rounding the "middle ice," and making for Lancaster Sound.

Franklin had been directed by the Admiralty to proceed with all despatch into Lancaster Sound, and, passing through it to push on to the westward, in the latitude of 74 deg. 30 min. N., without examining any of the islands, as the object of the expedition was to find a sea-way southward to the shores of America.

When he should reach the longitude of Cape Walker about 85 deg. west, he was to use every effort to penetrate to the southward and westward of that point and to pursue as direct a course for Behring Strait as circumstances might permit.

Party Was Lost.

A veil of silence descended on Franklin and his party, and after a year and a half had elapsed, over forty expeditions were sent out from England and America to rescue the survivors or bring home the records of the expedition.

The most successful of all the Arctic travellers engaged in the search, with perhaps the exception of McClintock, was Dr. Rae, of the Hudson's Bay Company, who in 1846-47, when in the vicinity of Committee Bay on Boothia peninsula, secured and brought home information and relics which were conclusive as to the fate of one-third of Franklin's officers and men.

It was not until 1859 that McClintock discovered at Victory point, on the west coast of King William Island, the only written record yet brought to light pertaining to the expedition. Between Rae and McClintock the mystery of Franklin and his party is solved as much, perhaps, as it will ever be.

Prisoners of the Ice.

The officers and crews of the two ships were "all well" on the 28th May, 1847, but a fortnight afterwards, on the 11th June, Franklin died. During the winter of 1847-48, the "Erebus" and "Terror," having drifted about thirty miles from the position in which they were bestruck, still remained imprisoned in the ice. On the 22nd April, 1848, the vessels were "deserted" and the officers and crews, one hundred and five souls in all, retreated upon Victory point, under the command of Captain Crozier of the "Terror," the senior officer. Nine officers and fifteen men had died before the 25th April, 1848, presumably of scurvy. On the 16th April the officers and crews started for Great Fish River, and the probability is that all of them perished on the way before the close of the autumn of 1848.

Islands Mapped.

The Franklin search necessitated a minute examination of all the coasts of the great Arctic archipelago and one of the indirect results was the mapping of thousands of miles of coast line and the naming of hundreds of topographical features.

There is something ironical, moreover, in the fruition of a long-sought dream of the North West passage brought about by McClintock, commander of the "Investigator" in the Collinson and McClintock expedition of 1850-54. McClintock Winter-

ed in Prince of Wales Strait in 1850-51; in October 1850 he sighted Melville Island and discovered the North West passage; in 1851 he sought Winter quarters on the north coast of Banks Island; he abandoned his vessel in the Spring of 1852 and marched to the "Resolute" at Dealy Island, at the eastern entrance to the North West passage in the "Glo" during which time his expedition was frozen in at "Glo" Haven, a

deep narrow harbor on the southeast coast of King William Island for two successive Winters.

In 1921 a Danish expedition headed by Knud Rasmussen, known as the 5th Thule expedition, landed on a small island near Vanastart Island, Frozen Strait, where they spent the next two years in scientific exploration, finally dividing their forces. The leader, Mr. Rasmussen, accompanied by two Greenland Eskimos, proceeded westward along the northern coast of Canada, with Behring Strait and the eastern coast of Siberia as his ultimate object.

Mr. Rasmussen's first main camp was made on King William Island where he remained during the Summer of 1921, making an exhaustive study of the country and its peoples. During September, while encamped at this point, he met Mr. Peter Norberg, trader of the Hudson's Bay Company, who had arrived from the westward in a small schooner named the "Bluenose." Mr. Norberg established an outpost for the Hudson's Bay Company, Mr. Rasmussen leaving in late October to continue his trip to the westward which had a successful culmination.

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